

1

REVENUE OPTIONS

- Increase Fuel Tax
- Increase Vehicle Registration Fees
- Increase Title Fees
- Impact Fees
- Local Option Sales Tax
- Local Option Fuel Tax
- Value based Vehicle Registration Fees
- Index Fuel Tax
- Index all Fees
- Toll roads and bridges
- Fees for Developments of Regional Impact
- Dyed Diesel and Potential Tax Evasion
- Dedicated Sales Tax on Car Rentals
- Vehicle Miles Traveled (VMT)
- Advertising at bus stops/ on busses
- Dedicated Sales Tax on Transportation Related Sales
- Add Dedicated Sales Tax to Fuel and Transportation Services
- Employer Tax
- Railroad Car Tax
- Eliminate Ethanol Exemption
- Federal reimbursement for fuel tax loss to Native American Reservations
- Congestion Pricing
- Central area charges (used in Europe)
- Parking Charges
- Lease Space in Rest Areas to Restaurants (Europe)
- Allow Advertising on state facilities – “Taco Bell Bridge

Lisè Stewart led a discussion about Revenue Options. Transportation revenue-generating options were divided into three categories – Revenue Options, Innovative Financing Options, and Other Financing Options.

The Revenue Options are used by various jurisdictions around the country. It is by no means a complete list but was offered as illustrative of the possibilities.

2

INNOVATIVE FINANCING OPTIONS

- Bonding
- Shift funding of Idaho State Police to the state general fund
- Tax Increment Financing (TIF)
- Public Private Partnerships
- Grant opportunities for technology, beautification, etc. thru HUD, NEA, others
- Increase Minimum Guarantee for Public Land States
- Consider Funding From the Petroleum Clean Water Trust Fund

Another type of revenue considerations were listed as Innovative Financing Options. These are tools that have been developed over the years to allow states and local governments to finance transportation initiatives in other than a “pay as you go” format. In some cases the jurisdiction is allowed to leverage current dollars against a debt financing instrument such as general or revenue bonds. In other instances, federal loan programs are available to bridge near-term funding gaps

3

OTHER FINANCING OPTIONS

- Tapered
- State Infrastructure Banks (SIBs)
- Section 129
- Transportation Infrastructure Finance and Innovation Act (TIFIA)
- Railroad Rehabilitation and Improvement Financing Program (RRIF)
- Sale of Records, Maps, Documents
- Investment
- Use-Based Fees
- Property Tax
- Local Highway Investment Pool
- Diesel Fuel Tax on Railroads
- Forest Service Payments to Counties
- ITD Board to select Forest Land projects instead of Feds

Another collection of strategies (Other Financing Options) are a variety of options that offer yet more options for raising transportation funding for state or local governments.

An estimate as to how much revenue could be generated was also given the Members.

BASED ON 2003 DATA				
Revenue Category	Type	Increased By	Revenue To	Annual Increase
Fuel Tax	Gasoline Special Fuels Gasohol	1¢ per gallon 1¢ per gallon 2.5¢ per gallon tax break repeal	Highway Distribution Account (HDA) HDA	\$5.7 million \$2.3 million \$2.5 million
Vehicle Registration Increase	Passenger Cars (aged based), Commercial/Non Commercial Trucks,	10% increased registration	HDA	\$9.1 million
Value-Based Vehicle Registration	Registration fee based on assessed value	1% of assessed vehicle value	HDA	\$120 million
Increase Driver's License Fee	Driver's License	\$1.00 increase	HDA	\$300,000
Increase Title Fee	Vehicle titles	\$1.00 increase	State Highway Acct & County Assessors	\$600,000
Index Fuel Tax	Gasoline/Special Fuel	1% tax increase on 25¢ per gallon	HDA	\$1.4 million
Index Vehicle Registration	Passenger Cars, Commercial/Non Commercial Truck	12.9% CPI-U (from 1996-2000)	HDA	\$11.1 million
Sales Tax on Fuel	Gasoline Special Fuels Gasohol	5% sales tax on fuel @ \$1.35 per gallon	HDA	\$62.7 million
Dedicated Sales Tax	Sales Tax on transportation- related products (cars, tires)	5% sales tax on products (CY2000)	Transfer from General Fund to HDA	\$137.5 million 1% = \$27.5 million